Approved For Release 1999/09/27 : CIA-RDP78S01046A001000050001-5
CONFIDENTIAL

№ 117

CIA/RR A.ERA 65-2

July 1965

# INTELLIGENCE RESEARCH AID

# CIVIL AIR ROUTES OF COMMUNIST COUNTRIES INTO THE FREE WORLD, SUMMER 1965

DIRECTORATE OF INTELLIGENCE

Office of Research and Reports

GROUP 1
Excluded from automatic downgrading and declassification

Approved For Release 1999/09/27 : CIA-RDP78S01046A001000050001-5
CONFIDENTIAL

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

WARNING

This material contains information affecting the National Defense of the United States within the meaning of the espionage laws, Title 18, USC, Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

## FOREWORD

This research aid supersedes CIA/RR A. ERA 64-5, Civil Air Routes of Communist Countries into the Free World, November 1964, CONFIDENTIAL, copies of which should be destroyed.



Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5


CONTENTS

Page

Civil Air Routes of Communist Countries into the Free World, 1965 . . . . . 1

Table

Civil Air Agreements of Communist Countries with Countries of the Free World . . . . . 3

Maps
(Inside Back Cover)

Figure 1. Civil Air Routes of Communist Countries into the Free World, June 1965

Figure 2. Civil Air Routes of the USSR into the Free World, June 1965

Figure 3. Civil Air Routes of Czechoslovakia into the Free World, June 1965

Figure 4. Civil Air Routes of Poland into the Free World, June 1965

Figure 5. Civil Air Routes of Hungary into the Free World, June 1965

Figure 6. Civil Air Routes of Bulgaria into the Free World, June 1965

Figure 7. Civil Air Routes of Rumania into the Free World, June 1965

Figure 8. Civil Air Routes of Communist China into the Free World, June 1965

Figure 9. Civil Air Routes of East Germany into the Free World, June 1965

NOTE: All maps are UNCLASSIFIED.



Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5
CONFIDENTIAL

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

# CIVIL AIR ROUTES OF COMMUNIST COUNTRIES INTO THE FREE WORLD, SUMMER 1965*

This research aid provides a handy reference on civil air routes of Communist countries into, and air agreements with, countries of the Free World. An overall view of all scheduled civil air routes of Communist countries that extend to countries of the Free World is shown in Figure 1. The same information for each Communist country individually is shown in Figures 2 through 9. Cuba and Yugoslavia are treated as Free World countries in this research aid. Cities of the Free World not connected into the networks by route lines are included on the maps to indicate that civil air agreements are in existence. All existing civil air agreements between Communist countries and countries of the Free World are shown in the table.

An insert is provided in Figures 2 through 9 showing the trip number, the route and sequence of stops, the number of flights per week, and the type of aircraft used for each route.

Noteworthy developments since the publication of Civil Air Routes of Communist Countries into the Free World, November 1964, are summarized below:

1. Air routes of the USSR into the Free World were relatively stable. Aeroflot began weekly flights to Rome following the signing of an air agreement between the USSR and Italy, and a route was established linking Belgrade and Moscow.

2. Czechoslovakia did not sign any new air agreements, but the Czechoslovak air carrier, CSA, substantially revised its route structure. The stop at Bamako was discontinued, and a stop at Zurich was substituted for the Marseilles stop on trip number OK513. Trip number OK521, originating in Prague, with stops at Zurich, Rabat, and Dakar, was discontinued. Trip number OK551, connecting Algiers with Prague and returning via Zurich, has been added, and a new flight, trip number OK541, connects Frankfurt with Prague. Saudi Arabia has revoked CSA's landing rights at Dhahran, and CSA now flies non-stop from Beirut to Bombay on trip number OK516 and non-stop from Cairo to Bombay on trip number OK530.

3. Poland signed an air agreement with Algeria, and the Polish air carrier, LOT, extended its Warsaw-Stockholm flight to Helsinki.

4. The Hungarian air carrier, MALEV, opened two new routes: trip number MA341, Budapest-Belgrade-Dubrovnik and trip number MA407, Budapest-Athens-Nicosia-Damascus.

5. Bulgaria and the UK signed an air agreement, and the Bulgarian air carrier, TABSO, now terminates its Sofia-Vienna-Paris flight in London. Bulgaria also signed air agreements with Ethiopia and Cyprus, and both Bulgaria and Rumania signed air agreements with Turkey.

* The estimates and conclusions in this research aid represent the best judgment of this Office as of 15 June 1965.

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

6. Communist China signed an air agreement with the UAR.

This revision now includes data on East Germany because this country recently has increased its civil air activity in Free World countries. An air agreement was signed with the UAR in February 1965, and on 6 June 1965 East Germany signed an air agreement with Syria.



Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Civil Air Agreements of Communist Countries with Countries of the Free World

| | Year Signed | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | USSR | Czecho-slovakia | Poland | Hungary | Bulgaria | Rumania | Communist China | East Germany |
| Afghanistan | 1956 | 1961 | 1962 | | | | 1963 | |
| Algeria | 1964 | 1964 | 1965 | | 1963 | | | |
| Austria | 1955 | 1962 | 1956 | 1959 | 1958 | 1958 | | |
| Belgium | 1958 | 1957 | 1956 | 1957 | 1957 | 1956 | | |
| Burma | 1961 | 1960 a/* | | | | | 1955 | |
| Cambodia | | 1964 | | | | | 1963 | |
| Canada | | 1961 a/ | | | | | | |
| Central African Republic | 1964 a/b/ | | | | | | | |
| Ceylon | 1964 | | | | | | 1959 | |
| Congo (Brazzaville) | 1964 | | | | | | | |
| Cuba | 1962 | 1960 | | | | | | |
| Cyprus | 1964 | | | 1964 | 1965 | | | 1964 c/ |
| Denmark | 1956 | 1947 | 1961 | 1958 | 1958 | 1958 | | |
| Egypt | 1958 | 1958 | 1963 d/ | 1958 | 1959 | 1958 | 1965 | 1965 |
| Ethiopia | | | | | 1965 | | | |
| Finland | 1955 | 1949 | 1963 | 1962 | | | | |
| France | 1958 | 1954 | 1960 | 1960 | 1963 e/ | 1962 | | |
| Germany (West) | | 1964 e/ | | 1960 e/ | 1960 e/ | 1961 e/ | | |
| Ghana | 1962 | 1961 | | 1961 | 1962 | 1962 | | |
| Greece | | 1964 | 1963 | 1963 | 1964 | 1960 | | |
| Guinea | 1962 | 1961 | | | | | | |
| India | 1958 | 1960 | | | | | | |
| Indonesia | 1961 | 1960 | | | | | 1964 | |
| Iran | 1964 | 1961 a/ | | | | | | |
| Iraq | 1962 | 1960 | 1961 | 1960 | | | | |
| Israel | | | | | 1964 | | | |
| Ireland | | 1962 a/ | | | | | | |

* Footnotes follow on p. 4.



Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Civil Air Agreements of Communist Countries with Countries of the Free World
(Continued)

| | Year Signed | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | USSR | Czecho-slovakia | Poland | Hungary | Bulgaria | Rumania | Communist China | East Germany |
| Italy | 1965 | 1960 e/ | e/f/ | 1960 | | | | |
| Lebanon | | 1961 | | | | | | |
| Libya | 1963 a/ | | | | | | | |
| Luxembourg | 1963 a/ | | | 1964 | | | | |
| Mali | 1962 | 1961 | | | | | | |
| Morocco | 1962 | 1961 | | | | | | |
| Netherlands | 1958 | 1947 | 1960 | 1957 | 1958 | 1957 | | |
| Niger | 1962 a/ | | | | | | | |
| Norway | 1956 | 1948 | 1961 | 1958 | 1958 | 1958 | | |
| Pakistan | 1963 | | | | | | 1963 | |
| Senegal | | 1962 | | | | | | |
| Somali | 1963 | | | | | | | |
| Sudan | 1962 | | | | | | | |
| Sweden | 1956 | 1957 | 1956 | 1957 | 1957 | 1957 | | |
| Switzerland | | 1947 | 1960 g/ | 1959 | | 1960 | | |
| Syria | 1962 | 1958 | 1962 | 1962 | 1960 | | | 1965 |
| Tunisia | 1964 | 1963 | | | 1963 | | | |
| Turkey | 1961 a/ | 1963 | | | 1965 h/ | 1965 h/ | | |
| UK | 1957 | 1960 | 1957 | 1960 | 1965 | | | |
| | | 1961 a/ | | | | | | |
| Yugoslavia | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 | | 1960 |

a. Transit agreement (in most cases overflight and technical landing rights for specific routes).
b. In October 1964 the Central African Republic reportedly granted the USSR overflight rights for scheduled operations by Aeroflot to Brazzaville. However, these rights probably were not in the form of a civil air agreement.
c. Provisional license, renewable every 60 days, issued by the government of Cyprus to the East German air carrier, Interflug.
d. Uncertain evidence suggests the existence of an earlier agreement that was not implemented.
e. Provisional agreement.
f. Date of signature is unknown.
g. Agreement initialed in October 1960 and signed at an unknown later date.
h. Bulgaria and Rumania are limited to nonscheduled flights to Istanbul.

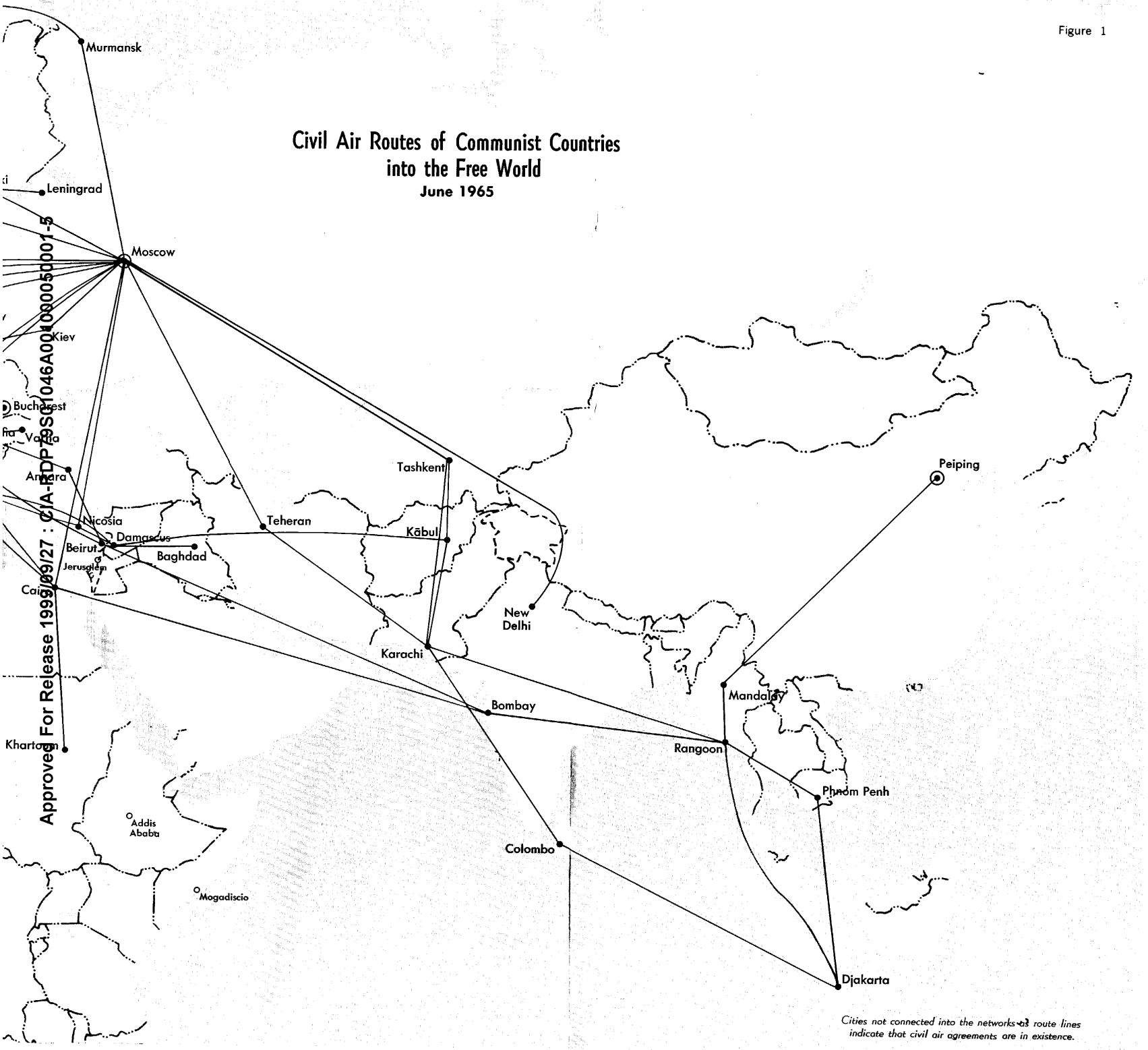


Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Figure 1

# Civil Air Routes of Communist Countries into the Free World

**June 1965**




*Cities not connected into the networks by route lines indicate that civil air agreements are in existence.*

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Helsinki
Stockholm
Oslo
Copenhagen
Warsaw
East Berlin
Prague
Budapest
Belgrade
Skopje
Tirana
Dubrovnik
Milan
Rome
Tripoli
Tunis
Brazzaville
Amsterdam
London
Brussels
Paris
Zurich
Munich
Algiers
Niamey
Accra
Bamako
Rabat
Shannon
Conakry
Dakar
Gander
Havana

BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

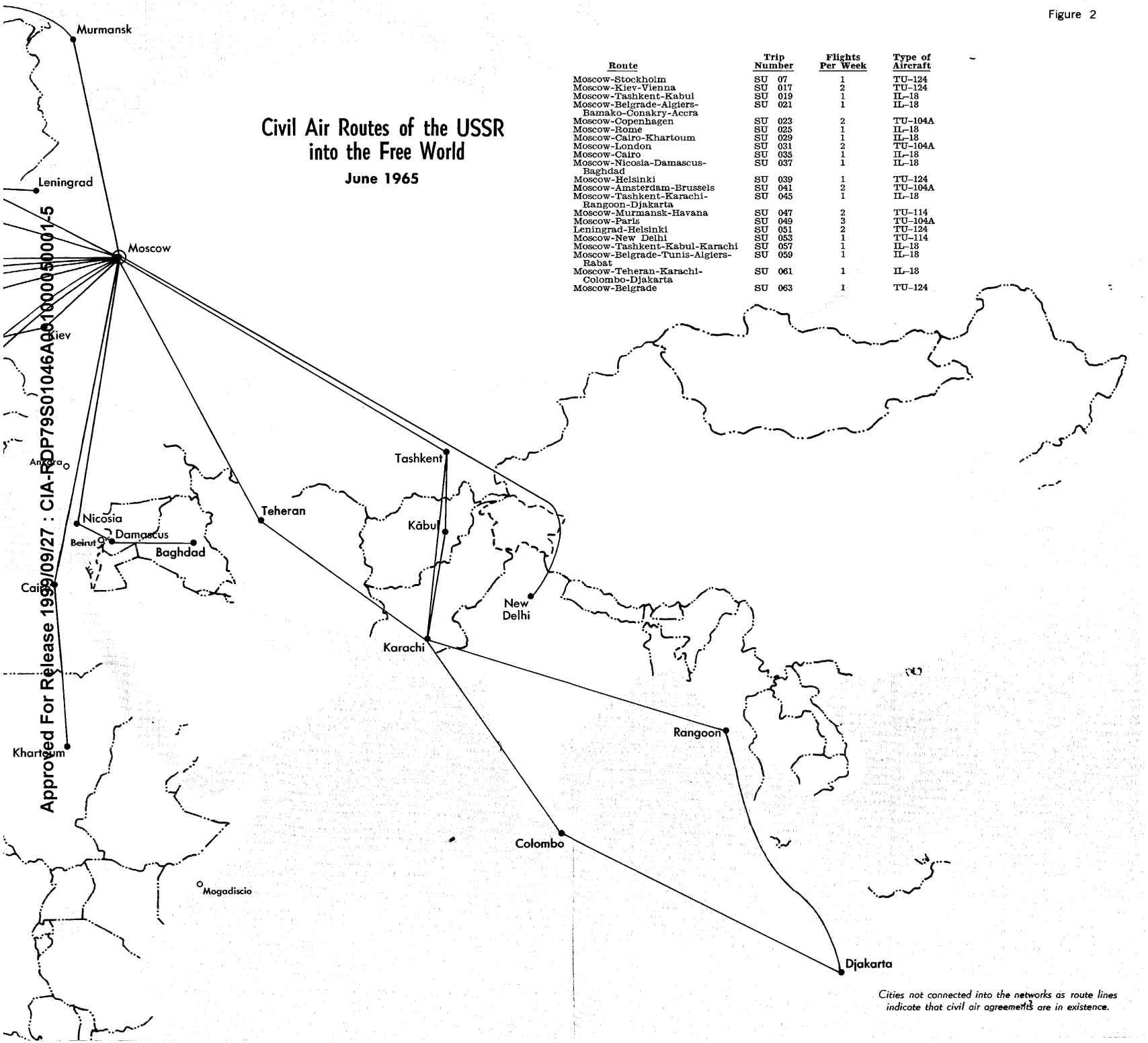
Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51739 6-65

# Civil Air Routes of the USSR into the Free World

**June 1965**

| Route | Trip Number | Flights Per Week | Type of Aircraft |
|---|---|---|---|
| Moscow-Stockholm | SU 07 | 1 | TU-124 |
| Moscow-Kiev-Vienna | SU 017 | 2 | TU-124 |
| Moscow-Tashkent-Kabul | SU 019 | 1 | IL-18 |
| Moscow-Belgrade-Algiers-Bamako-Conakry-Accra | SU 021 | 1 | IL-18 |
| Moscow-Copenhagen | SU 023 | 2 | TU-104A |
| Moscow-Rome | SU 025 | 1 | IL-18 |
| Moscow-Cairo-Khartoum | SU 029 | 1 | IL-18 |
| Moscow-London | SU 031 | 2 | TU-104A |
| Moscow-Cairo | SU 035 | 1 | IL-18 |
| Moscow-Nicosia-Damascus-Baghdad | SU 037 | 1 | IL-18 |
| Moscow-Helsinki | SU 039 | 1 | TU-124 |
| Moscow-Amsterdam-Brussels | SU 041 | 2 | TU-104A |
| Moscow-Tashkent-Karachi-Rangoon-Djakarta | SU 045 | 1 | IL-18 |
| Moscow-Murmansk-Havana | SU 047 | 2 | TU-114 |
| Moscow-Paris | SU 049 | 3 | TU-104A |
| Leningrad-Helsinki | SU 051 | 2 | TU-124 |
| Moscow-New Delhi | SU 053 | 1 | TU-114 |
| Moscow-Tashkent-Kabul-Karachi | SU 057 | 1 | IL-18 |
| Moscow-Belgrade-Tunis-Algiers-Rabat | SU 059 | 1 | IL-18 |
| Moscow-Teheran-Karachi-Colombo-Djakarta | SU 061 | 1 | IL-18 |
| Moscow-Belgrade | SU 063 | 1 | TU-124 |




*Cities not connected into the networks as route lines indicate that civil air agreements are in existence.*

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

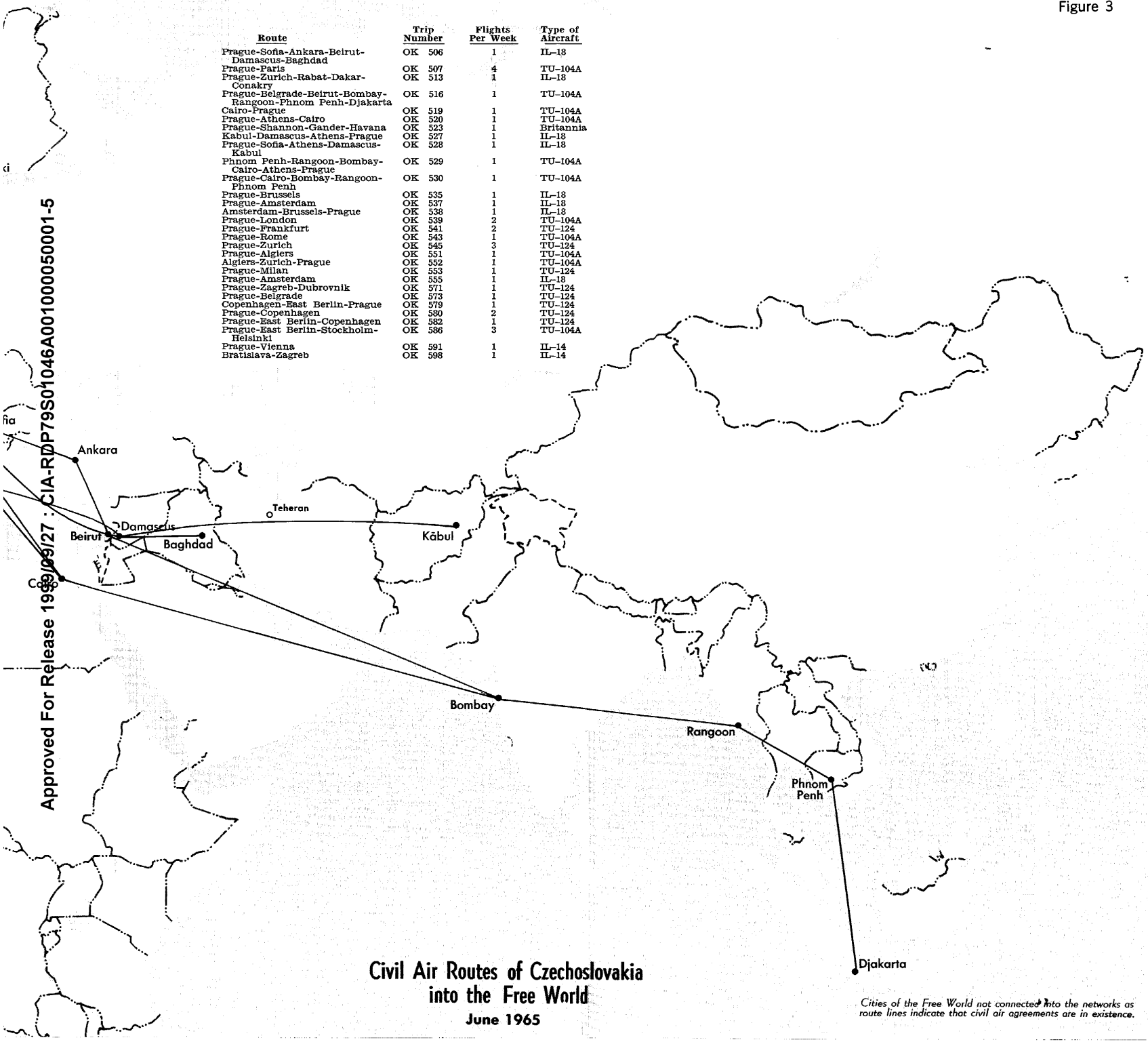



Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51740 6-65

Figure 3

| Route | Trip Number | Flights Per Week | Type of Aircraft |
|---|---|---|---|
| Prague-Sofia-Ankara-Beirut-Damascus-Baghdad | OK 506 | 1 | IL-18 |
| Prague-Paris | OK 507 | 4 | TU-104A |
| Prague-Zurich-Rabat-Dakar-Conakry | OK 513 | 1 | IL-18 |
| Prague-Belgrade-Beirut-Bombay-Rangoon-Phnom Penh-Djakarta | OK 516 | 1 | TU-104A |
| Cairo-Prague | OK 519 | 1 | TU-104A |
| Prague-Athens-Cairo | OK 520 | 1 | TU-104A |
| Prague-Shannon-Gander-Havana | OK 523 | 1 | Britannia |
| Kabul-Damascus-Athens-Prague | OK 527 | 1 | IL-18 |
| Prague-Sofia-Athens-Damascus-Kabul | OK 528 | 1 | IL-18 |
| Phnom Penh-Rangoon-Bombay-Cairo-Athens-Prague | OK 529 | 1 | TU-104A |
| Prague-Cairo-Bombay-Rangoon-Phnom Penh | OK 530 | 1 | TU-104A |
| Prague-Brussels | OK 535 | 1 | IL-18 |
| Prague-Amsterdam | OK 537 | 1 | IL-18 |
| Amsterdam-Brussels-Prague | OK 538 | 1 | IL-18 |
| Prague-London | OK 539 | 2 | TU-104A |
| Prague-Frankfurt | OK 541 | 2 | TU-124 |
| Prague-Rome | OK 543 | 1 | TU-104A |
| Prague-Zurich | OK 545 | 3 | TU-124 |
| Prague-Algiers | OK 551 | 1 | TU-104A |
| Algiers-Zurich-Prague | OK 552 | 1 | TU-104A |
| Prague-Milan | OK 553 | 1 | TU-124 |
| Prague-Amsterdam | OK 555 | 1 | IL-18 |
| Prague-Zagreb-Dubrovnik | OK 571 | 1 | TU-124 |
| Prague-Belgrade | OK 573 | 1 | TU-124 |
| Copenhagen-East Berlin-Prague | OK 579 | 1 | TU-124 |
| Prague-Copenhagen | OK 580 | 2 | TU-124 |
| Prague-East Berlin-Copenhagen | OK 582 | 1 | TU-124 |
| Prague-East Berlin-Stockholm-Helsinki | OK 586 | 3 | TU-104A |
| Prague-Vienna | OK 591 | 1 | IL-14 |
| Bratislava-Zagreb | OK 598 | 1 | IL-14 |




**Civil Air Routes of Czechoslovakia into the Free World**

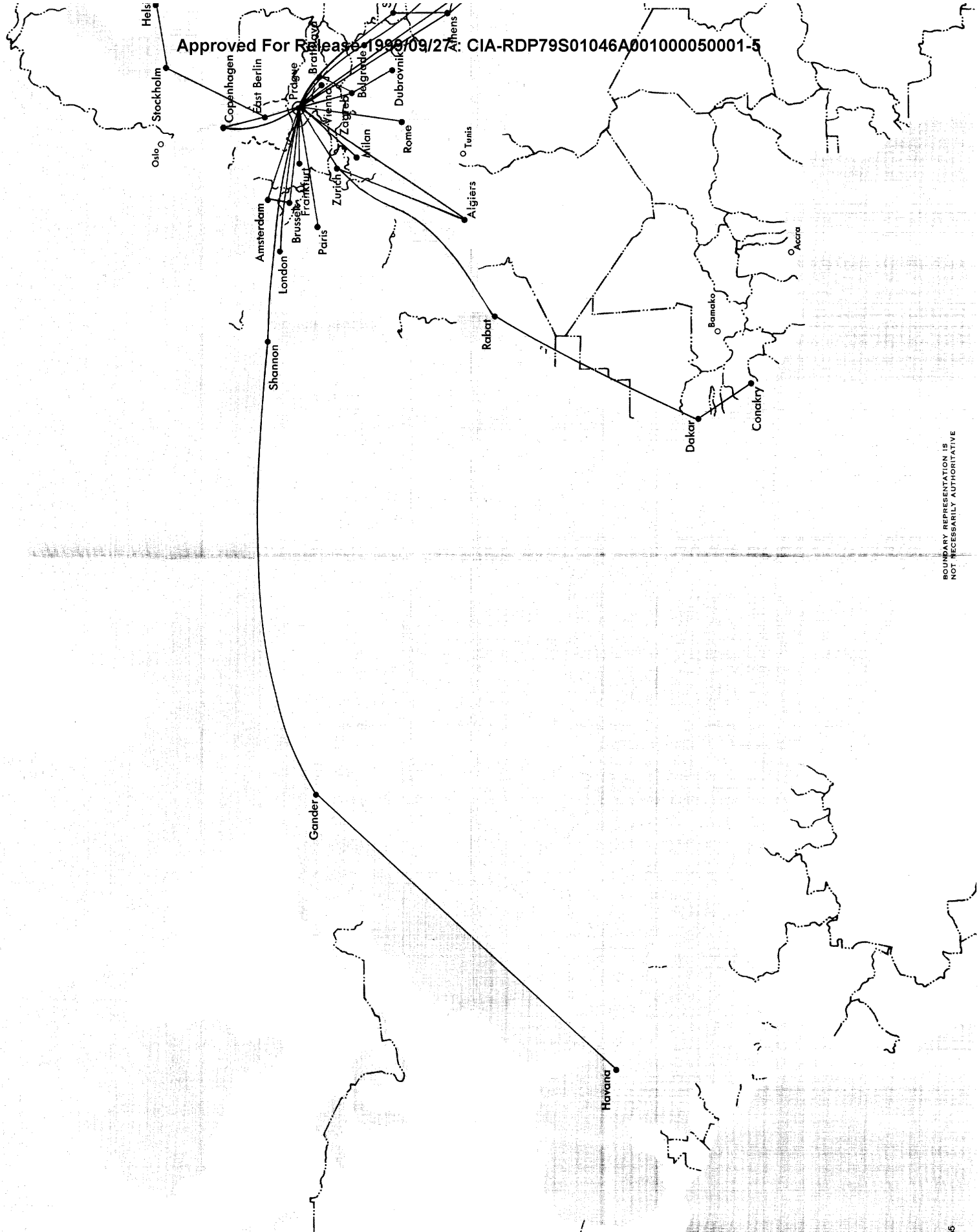
**June 1965**

*Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.*

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

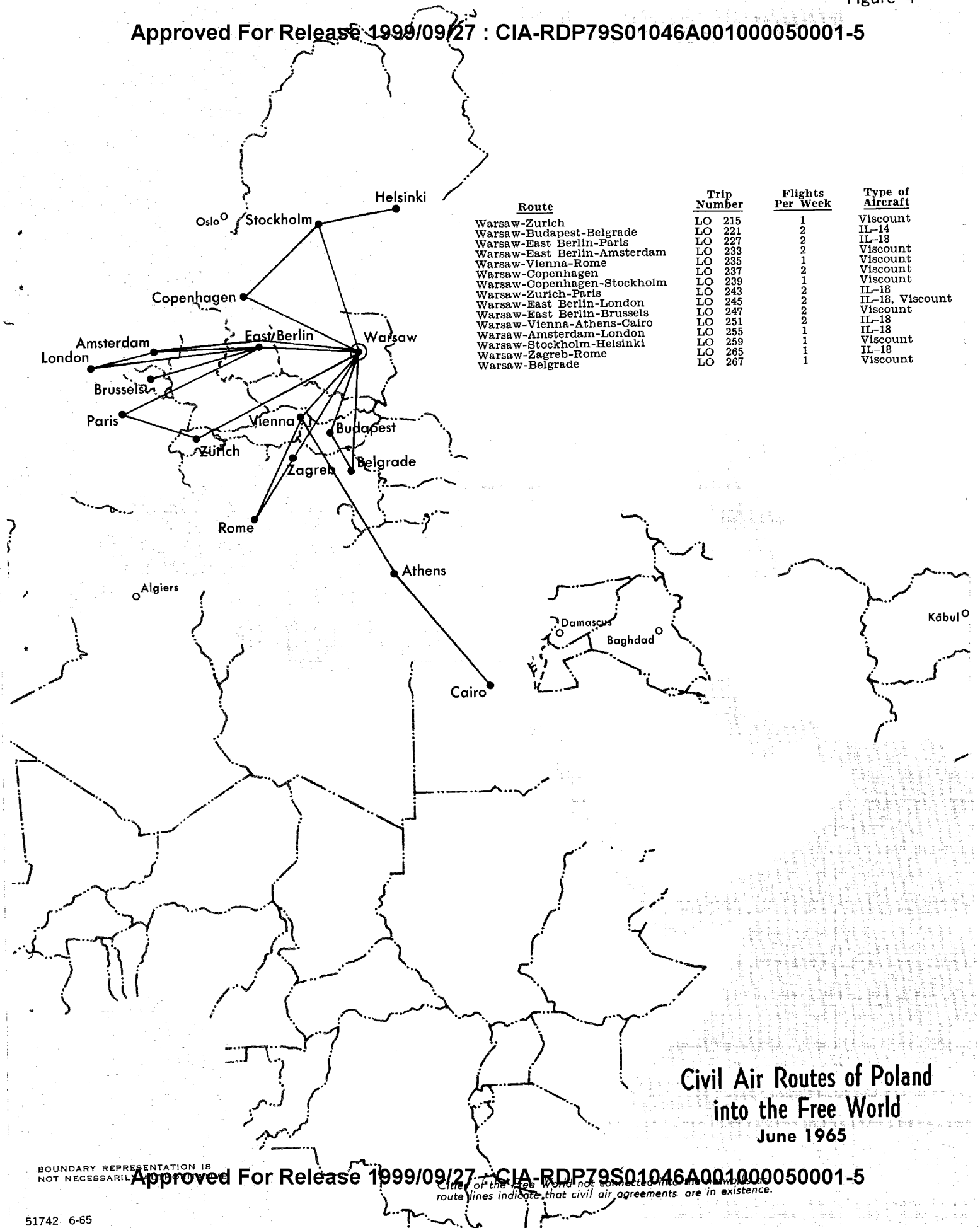
Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5




Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51741 6-66

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5




| Route | Trip Number | Flights Per Week | Type of Aircraft |
|---|---|---|---|
| Warsaw-Zurich | LO 215 | 1 | Viscount |
| Warsaw-Budapest-Belgrade | LO 221 | 2 | IL-14 |
| Warsaw-East Berlin-Paris | LO 227 | 2 | IL-18 |
| Warsaw-East Berlin-Amsterdam | LO 233 | 2 | Viscount |
| Warsaw-Vienna-Rome | LO 235 | 1 | Viscount |
| Warsaw-Copenhagen | LO 237 | 2 | Viscount |
| Warsaw-Copenhagen-Stockholm | LO 239 | 1 | Viscount |
| Warsaw-Zurich-Paris | LO 243 | 2 | IL-18 |
| Warsaw-East Berlin-London | LO 245 | 2 | IL-18, Viscount |
| Warsaw-East Berlin-Brussels | LO 247 | 2 | Viscount |
| Warsaw-Vienna-Athens-Cairo | LO 251 | 2 | IL-18 |
| Warsaw-Amsterdam-London | LO 255 | 1 | IL-18 |
| Warsaw-Stockholm-Helsinki | LO 259 | 1 | Viscount |
| Warsaw-Zagreb-Rome | LO 265 | 1 | IL-18 |
| Warsaw-Belgrade | LO 267 | 1 | Viscount |

# Civil Air Routes of Poland into the Free World

**June 1965**

*Cities of the Free World not connected into the network by route lines indicate that civil air agreements are in existence.*

BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51742 6-65

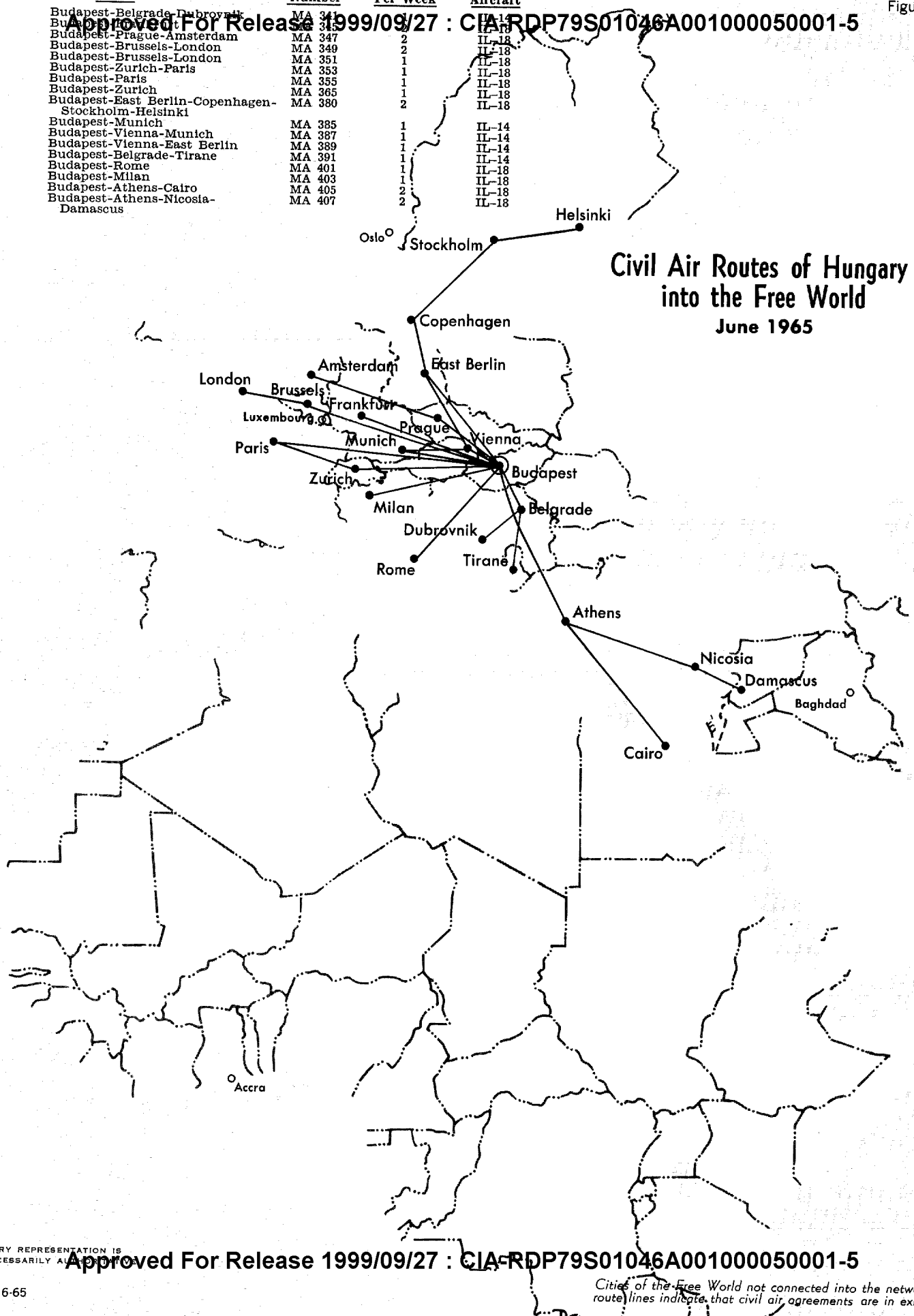
Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Figure 5

| Route | Trip Number | Flights Per Week | Type of Aircraft |
|---|---|---|---|
| Budapest-Belgrade-Dubrovnik | MA 341 | 2 | IL-18 |
| Budapest-Belgrade | MA 343 | 2 | IL-18 |
| Budapest-Prague-Amsterdam | MA 347 | 2 | IL-18 |
| Budapest-Brussels-London | MA 349 | 2 | IL-18 |
| Budapest-Brussels-London | MA 351 | 1 | IL-18 |
| Budapest-Zurich-Paris | MA 353 | 1 | IL-18 |
| Budapest-Paris | MA 355 | 1 | IL-18 |
| Budapest-Zurich | MA 365 | 1 | IL-18 |
| Budapest-East Berlin-Copenhagen-Stockholm-Helsinki | MA 380 | 2 | IL-18 |
| Budapest-Munich | MA 385 | 1 | IL-14 |
| Budapest-Vienna-Munich | MA 387 | 1 | IL-14 |
| Budapest-Vienna-East Berlin | MA 389 | 1 | IL-14 |
| Budapest-Belgrade-Tirane | MA 391 | 1 | IL-14 |
| Budapest-Rome | MA 401 | 1 | IL-18 |
| Budapest-Milan | MA 403 | 1 | IL-18 |
| Budapest-Athens-Cairo | MA 405 | 2 | IL-18 |
| Budapest-Athens-Nicosia-Damascus | MA 407 | 2 | IL-18 |

# Civil Air Routes of Hungary into the Free World

**June 1965**




BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51743 6-65

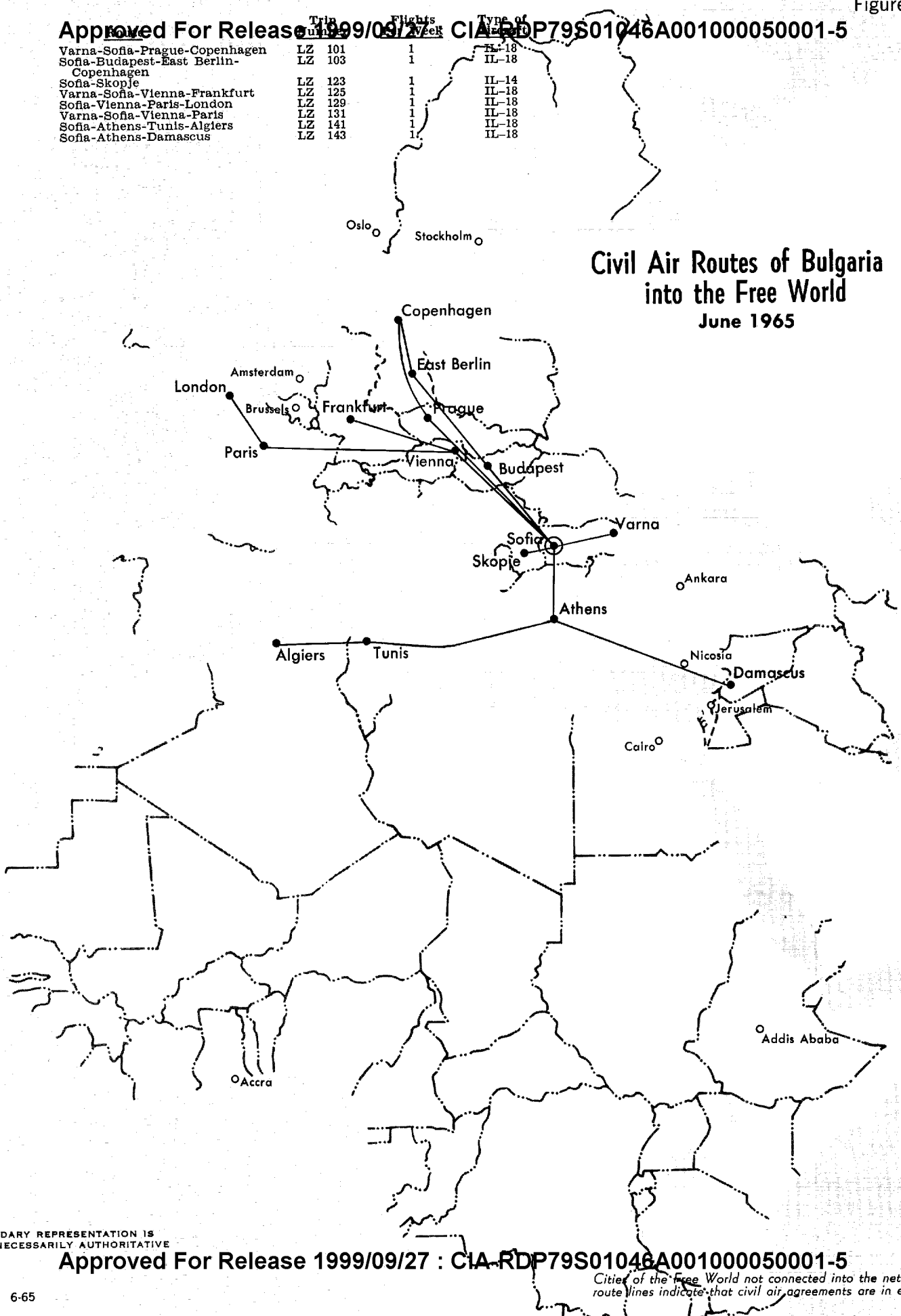
*Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.*

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

| Route | | Trip Number | Flights per Week | Type of Aircraft |
|---|---|---|---|---|
| Varna-Sofia-Prague-Copenhagen | LZ | 101 | 1 | IL-18 |
| Sofia-Budapest-East Berlin-Copenhagen | LZ | 103 | 1 | IL-18 |
| Sofia-Skopje | LZ | 123 | 1 | IL-14 |
| Varna-Sofia-Vienna-Frankfurt | LZ | 125 | 1 | IL-18 |
| Sofia-Vienna-Paris-London | LZ | 129 | 1 | IL-18 |
| Varna-Sofia-Vienna-Paris | LZ | 131 | 1 | IL-18 |
| Sofia-Athens-Tunis-Algiers | LZ | 141 | 1 | IL-18 |
| Sofia-Athens-Damascus | LZ | 143 | 1 | IL-18 |

# Civil Air Routes of Bulgaria into the Free World

**June 1965**




BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

*Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.*

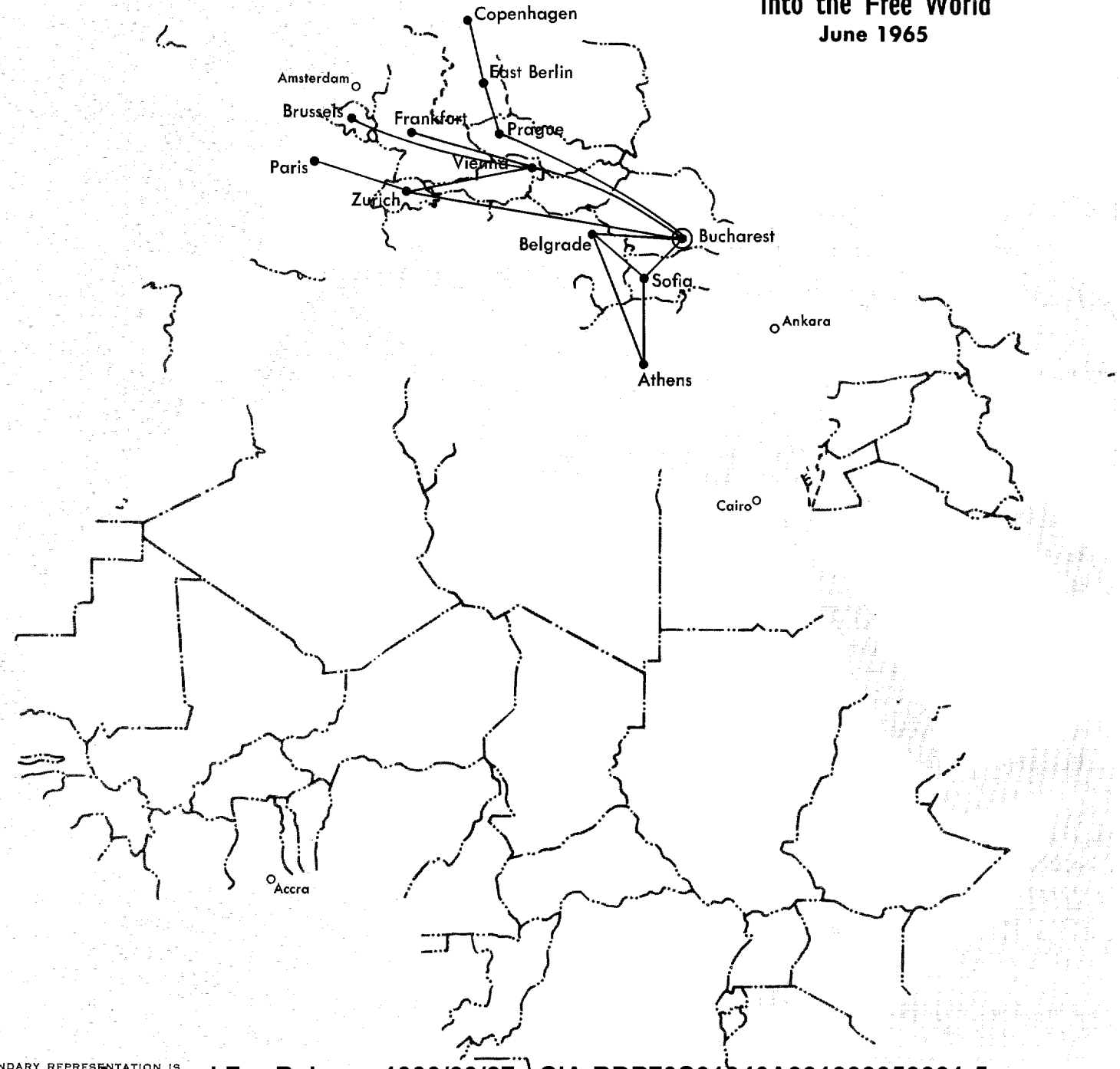
Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Figure 7

| Route | | Trip Number | Flights per Week | Type of Aircraft |
|---|---|---|---|---|
| Bucharest-Prague-East Berlin-Copenhagen | RO | 201 | 2 | IL-18 |
| Bucharest-Sofia-Athens | RO | 203 | 1 | IL-18 |
| Bucharest-Vienna-Brussels | RO | 205 | 1 | IL-18 |
| Bucharest-Zurich-Paris | RO | 209 | 1 | IL-18 |
| Bucharest-Vienna-Zurich-Paris | RO | 211 | 1 | IL-18 |
| Bucharest-Vienna-Zurich | RO | 213 | 1 | IL-18 |
| Bucharest-Sofia-Belgarde-Athens | RO | 227 | 1 | IL-14 |
| Bucharest-Belgrade | RO | 229 | 1 | IL-14 |
| Bucharest-Vienna-Frankfurt | RO | 233 | 1 | IL-18 |

# Civil Air Routes of Rumania into the Free World

**June 1965**




BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

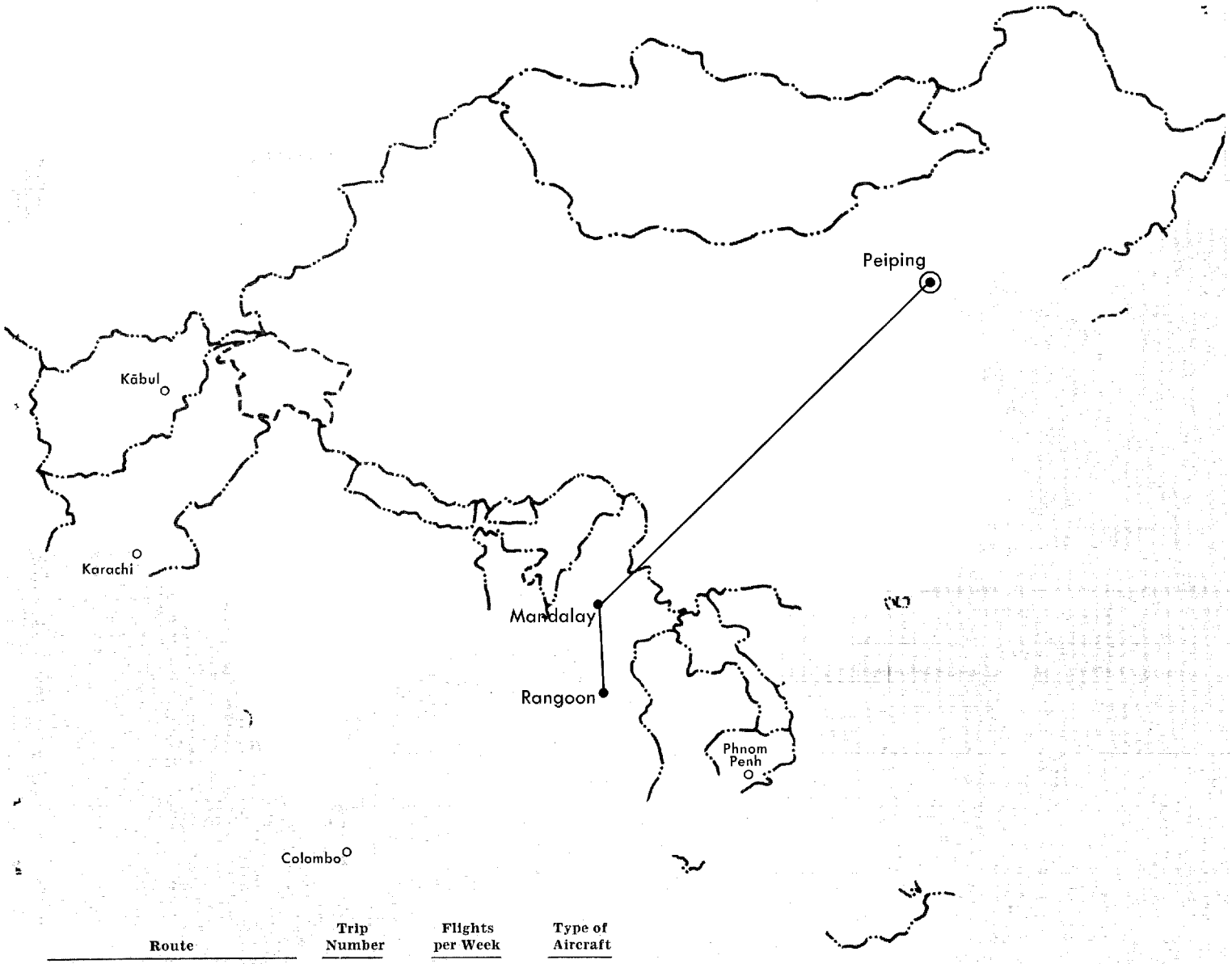
*Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.*

51745 6-65

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

# Civil Air Routes of Communist China into the Free World

**June 1965**




| Route | Trip Number | Flights per Week | Type of Aircraft |
|---|---|---|---|
| Peiping-Mandalay-Rangoon | CA 143 | 2 | Il-14 |

*NOTE: Viscounts have occasionally been used on this route.*

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51746 6-65

BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

*Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence. Included among these, but not shown on this map, is Cairo.*

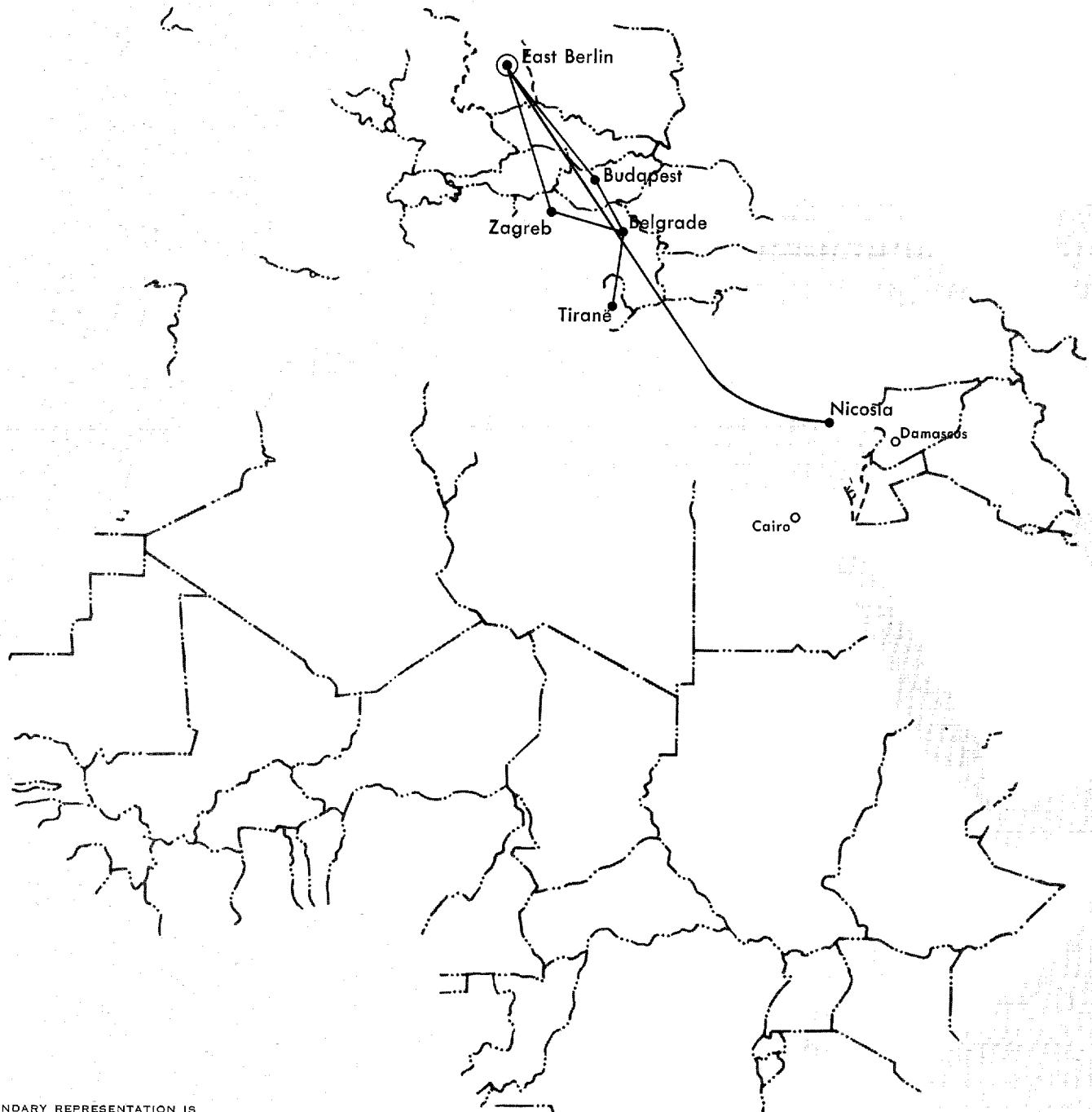
Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

Figure 9

| Route | Trip Number | Flights Per Week | Type Aircraft |
|---|---|---|---|
| East Berlin-Budapest-Belgrade-Tirané | IF 630 | 1 | IL-18 |
| East Berlin-Zagreb-Belgrade | IF 632 | 1 | IL-18 |
| East Berlin-Nicosia | IF 730 | 1 | IL-18 |

# Civil Air Routes of East Germany into the Free World

**June 1965**




BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5

51747 6-65

*Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.*

Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5



Approved For Release 1999/09/27 : CIA-RDP79S01046A001000050001-5